



THE VOLVO CLUB OF B.C.

MAY 2014

29 Beddingfield St., Port Moody, B.C., V3H 3N2

Gregg Morris at Tel: 604 469-1216

E-Mail: grmorris@shaw.ca

Annual membership fee \$20, To join: Call or write Gregg Morris. See above.
or view our Website www.volvoclubofbc.com



V.C.B.C. is the

B.C. Chapter of Volvo Sports America

1800 Register

To join VSA write to, PO Box 352 Fairless Hills, PA 19030-0352

Email: membership@vsa.org Annual membership fee US\$35 Website www.vsa.org

UPCOMING VOLVO EVENTS (also see our website www.volvoclubofbc.com)

MAY 17, 2014, Saturday IPD ANNUAL GARAGE SALE: 11744 NE Ainsworth Circle, Portland, Oregon, 97220, 1-800-444-6473 email cameron@ipdusa.com, accommodation Holiday Inn and Suites a block away, 1-800-992-2694

JUNE 8, 2014, SUNDAY. ISLAND RUN TO RENFREW, Rendezvous at Tim Horton's on Millstream, just north of the TCH at 09:30. After lunch visit Botanical Beach or depart for return via Lake Cowichan/Duncan. Contact Bob Cuthill lbcscuthill@shaw.ca or 250-658-0126.

JUNE 14-15, 2014 SPRING DRIVE TO TACOMA WASHINGTON, Registration form is required by May 30, 2014 for this event and a US\$10 registration fee, (mail cash or money order). See our www.volvoclubofbc.com website for the registration form and detailed schedule of the event (page 2 of same document). The event starts Saturday 9:30 am at the Brickyard Park & Ride lot, just west of exit 22 from the I 405 in Bothell Wa, (NE of Seattle) At 10 a.m. take a 2 hour back road drive to the Le May Auto Museum in Tacoma. (Note: For those Canadians who wish to travel to the event on Friday, we will meet just South of the Aldergrove Border Crossing and leave at 10:30 am For the drive to Seattle via Hwy 9. and stay Friday night at the Best Western Alderwood, in Lynnwood Wa. Ph 425-775-7447. (Mention BCAA or AAA 10% discount to get the \$89 rate.) Stay Saturday night, at the Hampton Inn, 8203 S. Hosmer St, Tacoma 253-539-2288 (Make reservations before May 23 and mention Volvo Club to get rates of \$129 King, or \$119 Queen). Sunday visit Griots Garage auto detailing product company, then the Chihuly Glass Museum and head home. For info call Gregg Morris @ 604- 469-1216, grmorris@shaw.ca or Steve Yabroff 425-486-4458, smv850@gmail.com

JUNE 21-22, 2014 SCANDINAVIAN COMMUNITY CENTER MID SUMMER FESTIVAL, Classic Volvos will be on display on the fair grounds. General Admission is \$8 per day. The center is at 6540 Thomas Street in Burnaby (just north of the Hwy 1 using the Kensington Ave. Exit). For more details see the website . www.scandinavianmidsummerfestival.org If you would like to display your classic Volvo, admission is free. Contact Chris Ainscough 604-521-6071 .

JULY 13, 2014, SUNDAY. ISLAND SHOW-N-SHINE. 10 to 3 at the "Olsson Estate", 790 Cultra Ave, Saanichton. Show up and we will hope the sun will shine! Island Volvophiles - watch your email/snail-mail for poster to follow. Contact Bob Cuthill lbcscuthill@shaw.ca or 250-658-0126.

JULY 19, 2014 SATURDAY, "NEW EVENT" CRUISE TO CULTUS LAKE AND PICNIC, Meet at 09:30 at the Campbell river Store, 790 – 176th St. Surrey, BC (that is on the S/E corner of 8th Ave. and 176 St. about 1 mile north of the Pacific Border crossing). Leave at 10:00 taking back roads to the Cultus Lake, Maple Bay Picnic Area at the south end of the lake. Enroute there will be a medicinal ice cream stop and at a dairy in Abbotsford. Bring a picnic lunch. Dave McAree 604-530-6097

August 15-17, 2014 ANNUAL HISTORIC MOTOR RACE WEEKEND AT MISSION RACEWAY PARK

CATES PARK PICNIC AND ANNUAL GENERAL MEETING, Last Saturday in September. 9:30 to 4 pm.

VANCOUVER ISLAND EVENTS: Monitor www.volvoclubofbc.com or call , Bob Cuthill 250-658-0126

WASHINGTON VOLVO CLUBS EVENTS see www.psvsa.org and www.psvcoa.org

REPORT OF PAST EVENTS

VOLVO CLUB WINTER SUPPER

January 15, 2014 (Wednesday)

Gregg Morris

The Spaghetti Factory restaurant in New Westminster reserved us our traditional corner room. We did our part by filling its 38 seats, for our annual spaghetti and spumoni feast. Thanks to everybody who came. I hope you enjoyed the evening. The weather was decent for January and everyone seemed in good spirits. As usual, Dennis Cowell drove all the way from Kamloops to join us. He had plans to spend a peaceful Thursday in the local wrecking yards

before returning home. Remember he as a small business where he "picks" to order, so if there is a Volvo part you need give him a call at 250-571-5470 or email him at dennis@autopartspicker.com

We have been enjoying these suppers for a lot of years now and it is a gathering of friends and welcome new-comers. The spaghetti factory is a happy spot and it puts everyone in a good mood for conversation. We didn't have a guest speaker but Chris Ainscough brought our slide screen and John Cripps brought his laptop and digital projector. After the usual fight to

get the laptop, memory stick and projector all cooperating, he displayed pictures from the Cripps/Morris/Schwieger old Volvo adventures in Arizona and New Mexico as well as a variety of other Volvo related pictures. This was un-narrated and just provided something of interest to look at during the evening.

Everyone was given a raffle ticket, and while we waited for dinner, Chris Ainscough entertained us with his quick wit as he raffled a selection of gifts. Supper was good as usual and after Spumoni was over, I briefly summarized our Club year and what's up for 2014.

**SWEDISH CAR CRUISE-IN AT THE XXX
ROOTBEER DRIVE IN**

February 16, 2014

(I asked a friend of mine, Ben Huntley, famous on the Olympic Peninsula, to write a brief event report on the Issaquah XXX Root Beer Drive-in meet February 16, 2014. The event is organized by Washington State's Puget Sound VSA Chapter and welcomes Saabs and Volvos.)

Ben writes:
Hi Gregg!

I showed up at the Issaquah XXX at about 10:45 or so, a little tardy for the party, but I do have the following observations.

Approximately 120 Swede vehicles of which over 70 were Volvos and probably close to 200 participants showed up for the event in scattered showers and temperatures in the upper 40's Fahrenheit. Many of the usual suspects were there, including a large contingent of Volvo front wheel drive enthusiasts from the Portland area. There was a nice trio of T-guls grouped together, with their owners engaged in conversation on how to keep them all running and looking their best. (According to Ben, T-guls are the light yellow 1995 850R cars. I get the gul part, that is yellow in Swedish, but the "T" I don't know)

The Saab contingent was also present, as



usual. An interesting breed of auto, with owners to match. It is interesting to see similar details in old Saabs and old Volvos.

A rather large squall moved in to the area at

about 12:15, and signaled an end for a lot of the folks there. They scurried back to their respective starting points, awaiting another trip to the Mecca that has become the XXX in February.

EDITORIALS AND LETTERS

COLIN DOVER

The following note is from Colin Dover, a long-time member of our Volvo club. In fact Colin is member 93 and joined in 1992, the first year of our Club's existence. Colin will be selling his 91 945SE as he has no need of a car now. This is a heads up to anyone looking for an exceptional 940, because his car is one of the nicest examples of the 940 series you will find. A totally unmolested, gold wagon with perfect tan leather interior and turbocharged engine. An ad is in our classified section now.

From Colin Dover:

Hi Gregg. Before I go ahead with selling the 940 (I'm hoping for a weather window to detail it and get photos), plus I am going to SoCal to run trains Apr. 5/6 among other attractions), I want to say how much I appreciate your help and friendship over the years. It has been great to be in VCBC and I always enjoy reading peoples experiences in the newsletter.

I guess, for me at least, there is only time / money for one major hobby, and trains have won out over the long haul (no pun). Although I have no idea why I became interested in trains; no family connection or even encouragement from my Dad. Cars,



on the other hand, are a more typical story. Gotta have one - you know. Volvos sort of snuck up on me when I needed a work vehicle after I'd restored my Jaguar XK150 and one of my model

Railroad club friends had this '65 122 wagon he'd been keeping apples in, and it was full of mould. It became a great car and was followed up by a '72 145. I thought this car would be a wimp com-

pared to the '65. I was wrong. You would be amazed at what it would carry in and on itself. On second thought, you probably are not amazed!

Then I moved to BC and you pretty much know the story from there, once Glenn Little put me in touch with you about parts for the '66 122, which I finally sold to buy the 940. The rest is VCBC history. I don't remember if I told you this, but I am planning to build a new Railroad layout in the same place, which entails tearing up the present set-up, and I want the latest DCC electronic controls, and will need quite a bit of new stuff, that I will finance from selling the car, so, one hobby will finance the other.

Anyway, I just wanted to reiterate my thanks to you and the Club. I'm not sure what selling will mean, I always enjoy the Winter supper and the newsletter. Also please feel free to drop by the layout if you want, or maybe I'll see you at San Diego.

CLUB STUFF

MEMBERSHIP RENEWAL TIME

Its membership renewal time again. Our membership year always runs from July 1 to June 30. If your membership expires June 30, 2014, you will receive the membership renewal form and return envelope with our May mail out. Please return the renewal form with the \$20 membership fee. Note that the renewal notice gives the option of "No Changes". If that is the case with you just put down your name on the form, tick the no changes box, send the money and you are done.

NEWSLETTER DELIVERY

At our annual directors meeting our treasurer, Dave McAree came up with a very useful cost saving suggestion. In light of the upcoming postal rate increases, he suggested we try and get all members who are computer literate to take the newsletter digitally from our website rather than on paper via surface mail. All the directors joined in the resulting telephone and email callout. It was very successful and I want to thank all the people who converted to digital newsletter.

If any of you have trouble acquiring the newsletter from the website let me know and I will help. grmorris@shaw.ca I hope you enjoy seeing the newsletters in colour and having access to the library of newsletters on the website that go back to 2006.

CLUB EVENTS

There are lots of car events to enjoy this spring and summer. Look at our schedule of events in this newsletter and on the website www.volvoclubofbc.com Bob Cuthill, leader of the Vancouver Island Chapter has two nice events planned for this season. His Run to

Renfrew drive is June 8, 2014 and the Show and Shine is July 14th. Both would make a great excuse for a trip to the Island. Contact Bob Cuthill lbscuthill@shaw.ca or 250-658-0126.

Also check out what's going on in Washington at www.psvcoa.org and www.psvsa.org **SPRING DRIVE IN WASHINGTON STATE, JUNE 13, 14 & 15, 2014** (June 13 is optional)

The spring drive alternates between VCBC and the Puget Sound Chapter of VCOA. This year it is Washington's turn and Steve Yabroff is organizing the drive and activities. See the

Scandinavian Community Center, Mid Summer Festival June 21 & 22, 2014. This has become an annual event for us and it great to immerse yourself in Scandinavian fun and Culture for a weekend.

Spring/Summer Show and Shine: What used to be our Spring Show and shine has been moving around in time and place these last few years. This year on Saturday July 19th we will be taking a drive to Cultus Lake for a Picnic. Dave McAree will choose a scenic route and we will enjoy a leisurely picnic at the lake.

THE BEST 240 AD EVER.

Thanks to Beau MacGregor for sending this.

1983 VOLVO 240 MUST BUY – \$800

(Craigslist, Chicago)

"Hello. Stop everything you are doing. This is the most important Craigslist ad you will read today; indeed, the most important one you will ever read. In fact, when, as an elderly person, you look back upon



your life, you will regard the moment you started reading this ad as the most consequential single instant in your entire life. Not only do you owe it to yourself to read this ad, see the car I am selling, buy it from me, and give me an above market price, but you owe it to your country, countries, or status as a stateless person (my condolences), and to the god, gods, or lack of god that you do or do not believe in (happy holidays).

No pressure.

I am selling, and you should buy, a 1983 Volvo 240 Sedan. It's baby blue. In order to truly understand the enormity of the moral and practical imperatives which make it an urgent necessity that you buy this car, you must first be apprised of information about the model, and about this car in particular.

Before you do this, you must be immersed in the Swedish culture from which the Volvo 240 originated. Please start playing some dignified Scandinavian music, such as Edvard Grieg's 1876 Peer Gynt suite, or Basshunter's latest album.

Now that you are suitably en-musiced, here are some important facts about the Volvo 240 series:

Volvo 240s were manufactured by the Volvo car company in Sweden, from 1976 to 1993.

Volvo 240s run and drive. This is not a property of an individual car, but of all Volvo 240s as a group.

Unlike most cars, the Volvo 240 was not built on an assembly line. They were constructed by hand, outdoors in the snow, by teams of

registration form/detailed schedule on our web site. If you need more info call Steve at 425-486-4458, smv850@gmail.com or Gregg at 604-469-1216.

The drive will start in Bothell, (NE of Seattle) Saturday Morning, June 14, 2014 and will proceed to the Le May Auto Museum in Tacoma. We will stay at a hotel in Tacoma Saturday night. Sunday visit Griot's Garage (car detailing supply company) and then Chihuly Glass Museum and then head home.

Steve requires that attendees send in a registration form and a US\$10 registration fee, so he knows how many are coming. The registration form is on the web page. Send the \$10 fee as cash or money order. The second page of the registration form gives all the details of times and places. Note there is a May 30, 2014 deadline for the registration form and a May 22, 2014 reservation deadline for the hotel in Tacoma.

The starting time is 9:30 a.m. Saturday June 14, 2014 and the starting point is near Seattle. It would be possible to drive from Vancouver that morning, but some of us are going to go down on Friday. Note: For those who wish to travel south on Friday, we will meet just South of the Aldergrove Border Crossing and leave at 10:30 am for the drive to Seattle via Hwy 9 and stay Friday night at the Best Western Alderwood, in Lynden Wa. Ph 425-775-7447. Remember to ask for the BCAA or AAA 10% discount to get (\$89 rate.) Near the giant Alderwood Mall.

Canadians have nearly outnumbered the Americans at these Washington Spring Drives. Let's do it again this year.

tall, bare-chested Swedish men who swung their tools in a synchronized fashion and chanted automobile-durability incantations in unison while they worked. This is the source of the Volvo 240's legendary durability.

Unlike most cars, the Volvo 240 was not designed by professional automotive engineers. Instead, it arrived fully-formed as an inspiration in the mind of the designer while he was ambushed by a Sasquatch and trapped under an avalanche in the Swedish Alps. After he was rescued by the centaurs which roam the Swedish countryside, and escorted home by the Royal Swedish Bear Cavalry, he returned to work at Volvo and transcribed, by way of yodeling, his vision onto paper.

During the years it was being manufactured, the Volvo 240 was, as measured by NHTSA and IIHS crash tests, the safest car on the road in the United States. This was due to its strong construction, deep crumple zones, low center of gravity, and front and side passenger ejection seats

Because the Volvo 240 is the only car capable of withstanding a direct nuclear blast, and cockroaches are the only life form capable of surviving, in the event of a nuclear war, the earth will be populated exclusively by cockroaches driving Volvo 240s. You have been warned.

The Volvo 240 holds the title of all-time most-successful model in the 24 Hours of Lemons auto race circuit, a 24 hour, tongue in cheek endurance auto race. Volvo 240s have won more championships than any other model, and have the highest average number of laps completed.

When Adam and Eve were expelled from the Garden of Eden, God did not give them a car. But if he had, it probably would have been a Volvo 240. And if it had been, then it would probably still be running today.

Volvo's corporate logo is the spear and shield, the ancient Roman symbol for Mars, the god of war. Since ancient times this symbol has represented iron, and was originally meant to symbolize the superior grade of steel Volvo used in constructing its cars. In recent years, however, the spear-and-shield symbol of Mars has been appropriated as a symbol of masculinity, leading some to the erroneous conclusion that only men drive Volvos. Of course, this is not true. Volvos are driven by spear-carrying hoplites, by Martians, and by cool people of every sex.

The Volvo 240 has a large amount of headroom, because it was designed and manufactured by tall, bare-chested Swedish men.

A Volvo 240 does not have a slow zero to sixty time. Nor a fast one. It reaches sixty precisely when it means to.

Although some people like to name their cars, Volvo 240s are very serious cars, and are

incapable of being named.

Some important facts about this particular Volvo 240 of which you should be aware:

This Volvo 240 was manufactured in 1982, has model year 1983, and has been in my family for more than twenty years, first with my grandmother and then with me. In all that time, it has not uttered a single word.

The odometer died in 1993, and has been reading 147,xxx miles for twenty years. In every one of those years, the car was being actively driven on a daily basis. Therefore, while it is impossible to know with certainty how many



miles this Volvo has driven, it is almost certainly in the realm of 400,000 miles, which is enough to circle the earth seven times and then go to the moon.

This Volvo 240 comes equipped with an intermittent electrical fault, never successfully isolated, which means you will, on occasion, be unable to start it in the rain, and instead, while stranded on the side of the road, meet an attractive stranger who you end up sleeping with. It is imperative that you either repair this flaw, or keep the car garaged, if you wish to maintain reliable transportation or remain celibate.

This Volvo 240 was subjected, some time in the 1980s, to a baby blue paint job which, to my knowledge, has only ever been performed on one other Volvo 240. This was the neighborhood drug dealer in Hyde Park, Chicago, where I went to college. During that time, our cars were frequently confused, with the result that I was frequently followed by the police, occasionally approached by persons wishing to buy drugs, and sometimes forced by rival gangs to leave their territory. If you intend to live in Hyde Park, Chicago, please take this into account.

This Volvo 240 comes complete with the original jack, a spare tire, and three out of four hubcaps. The fourth hubcap was used to ring the opening bell of the New York Stock Ex-

change on the day the last Volvo 240 was completed, and has never been returned. Probably.

This Volvo 240's gasoline consumption is about 10% higher than that of a typical Volvo 240. The extra expense will ensure you develop good budgeting habits and eventually become wealthy.

This Volvo 240's windows are manually controlled, which will increase the amount of exercise you get, and thus, your sex appeal.

This Volvo 240 comes with a detachable roof rack, which can be used to carry important cargo, such as a mattress and box spring, a full sized water heater, or a wooden crate containing the Ark of the Covenant.

This Volvo 240's radio does work, but only receives stations which are broadcasting static. This will protect you from advertising, and terrible popular music such as Robin Thicke's recent hit single "Blurred Lines." The Volvo 240 consists of straight lines.

Unlike many cars, this Volvo 240 no longer features a suspension, and instead delivers every contour of the road directly to its passengers. This will make you a better driver, in the long run, and make riding in your car a thrilling experience, making you more popular and saving money on amusement park tickets.

Now, at this point, you must be wondering why anyone, let alone someone distinguished enough to drive a Volvo 240, would ever sell such a car. Indeed, I have often wondered why I have come to this point. The answer resulted from a lot of soul searching. Over the last few years, I have come to gradually realize that I am no longer worthy of driving a Volvo 240. Ever since my girlfriend fell in love with me after I picked her up in the Volvo 240 on our first date, I have been monogamous, and thus have had to take great care to avoid leaving it in the rain (see above). Since starting graduate school, I no longer have encounters with rival drug gangs of my car's doppelganger. I seldom have the opportunity, any more, to show off my car at the valet parking of the Lyric Opera. In short, as I realized one morning while looking in the mirror after my morning swim across Lake Erie, I am not cool enough to drive a Volvo 240. I thus, reluctantly, have been forced to buy a newer Volvo, and to sell my 240 to you, for the low price of \$800 or best offer.

Because you have assimilated all the important information above, I assume you are now driven by a passionate urgency to purchase this car, and are making calling me your top priority. Fear not, as I am prepared to take your call at any hour of the day or night. Simply make sure you are sitting down, and call (503) 867-XXXX, or email, above.

WHAT'S NEW (OR OLD) AT VOLVO

VOLVO'S CONCEPT ESTATE ROCKLEIGH, N.J. (Feb. 27, 2014) Sent to us by Nigel Matthews, Hagerty Canada

Volvo Car Group will use the Geneva Motor Show to reveal the third in a series of concept cars – the Concept Estate – that continues the widely admired exterior design language revealed in the first two concepts, but for the first time reveals how the interior of Volvo's forthcoming models will both look and function. The Volvo Concept Estate's most striking interior design feature is its simplicity. The traditional selection of buttons and controls have been replaced by one large tablet-like touch screen control panel in the center console, bringing the interior firmly into the 21st century. "The basic idea is to organize controls and information in a perfectly intuitive and user-friendly way. Everything is exactly where you expect it to be, making the drive more enjoyable, efficient and safe," says Thomas Ingenlath, senior vice president design at Volvo Car Group.

In association with Volvo's specially designed software, the touch screen will be the main control panel for Volvo's new in-car user experience. It replaces all buttons and controls except for a few crucial functions such as volume, play/pause, hazard warning and window heaters. It also interacts seamlessly with the digital instrument cluster in front of the driver. "Not having to deal with buttons and controls for a growing number of functionalities is like being freed from a pair of handcuffs," says Robin Page, design director interior of Volvo Car Group. "This has made it possible to build a beautiful

interior architecture around the portrait screen. The concept car showcases how this user interface will be integrated in our new car generation."

Volvo is the company that redefined the estate car by combining functionality, sturdiness and practicality with performance. The V70 and XC70 are among the most respected estates on the market and the new Concept Estate points to how the company could capitalize on this heritage in its forthcoming models.

Volvo has been on a winning streak with its concept cars. The Concept Coupé was named "Car of the Show" by a leading German auto magazine at the Frankfurt Motor Show, while the Concept XC Coupé received the prestigious "Eyes ON Design" award at the Detroit Motor Show. Global attention on Volvo's concept cars has been intensifying as they provide the first significant clues as to how the all-new and much-anticipated XC90 SUV and subsequent cars will look. The XC90 is due to be launched later this year.

Learning from history

The rear of Concept Estate echoes the design of the Volvo 1800 ES from the early 1970s. "The 1800-models are iconic Volvos, renowned for their beautiful forms and detailing. However, using elements from their exterior and interior has nothing to do with being retro. We are using these subtle links to a glorious past to create a future in which sheer beauty becomes a recognized part of Volvo's identity," says Ingenlath. The subtle inspiration from the 1800-models is also evident on several details inside the Concept Estate, such as the two-spoke steering wheel, the

instrument panel and the dials.

Page explains: "The first four decades of the Volvo history was characterized by classic craftsmanship and high quality materials. We are merging this vital part of our brand DNA with the more recent focus on technology and smart functionality. In the Concept Estate we also add the creative side of Scandinavia. The result is an exotic interior with genuine materials and beautiful detailing."

Beautiful and different

Applying this approach to the iconic estate car – which is the essence of versatile Volvo functionality – creates a car that is both beautiful and different. The generous dash to axle ratio, low hood, sleek silhouette and the glass roof all contribute to the impression of a dynamic, yet capable three-door sports wagon. The contrast between the deep, dark brown pear color and the bright, five-spoke, 21-inch wheels contributes to the modern, cool aura.

Just like the recent Concept Coupé and the Concept XC Coupé, the face of the Volvo Concept Estate is characterized by a new topography on the hood and the "floating" grille, flanked by headlights featuring new T-shaped DRL light guides. The rear light signature is another distinctive element in Volvo Cars' new design direction.

Swedish inside and out

Extrovert and colorful trends within contemporary Swedish lifestyle and design have been powerful sources of inspiration for the design team. Occupants in all four seats are embraced by orange seat belts, and the exclusive, woven wool carpets from the Swedish designer Kasthall





have the same deep accent color. The crystal gear lever from Orrefors/Kosta Boda also has an orange glow, while the checkered black and white wool textile on the headliner and rear sides of the front seats adds playfulness to the "room." "Creativity is thriving in Swedish society. This includes design and technology as well as the fashion, music and art scene. We have used all this as inspiration to create a new, exciting way to express Sweden's soul," says Ingenlath.

The feel of a Scandinavian living room

Refined, handcrafted details, such as an instrument panel covered by thick, naturally tanned saddle leather from Tärnköping, inlays made of waxed, naturally aged wood and machined copper details, also emphasize the exclusive

Swedish atmosphere inside Concept Estate. "The interior is exceptionally vivid. Yet the glass roof and seats covered by light, soft Bridge of Wear leather help to retain that bright and cozy feeling that is the hallmark of a Swedish living room. A place that makes you feel so comfortable that you are reluctant to leave," says Page.

IPD SOLD AFTER 51 YEARS

Portland, Oregon – March 25, 2014 – Import Parts Distribution (IPD) is pleased to announce that it has been acquired by Stuart Hockman, who is also the company's new President. IPD is a Volvo Automotive Parts Specialist that was founded by Richard Gordon in 1963. IPD began with humble beginnings on the racetrack. In an effort to finance his racing

aspirations, Richard began developing aftermarket performance parts for Volvos. IPD quickly evolved into a leading retailer of OEM, aftermarket and specialty products for the Volvo automotive community.

Stuart (Stu) Hockman's career in the automotive parts business started in 1976 when a close friend introduced him to a gentleman by the name of Peter Neuwirth. Peter was the son of an icon in the auto parts business, George Neuwirth, founder of Geon Industries that later became BAP/GEON. Peter left his family business to develop a fairly new concept that involved starting an import distributing company that would sell wholesale to the repair shops all over the USA. Peter's business plan made sense to Stu so he accepted Peter's invitation to become a partner in the new company. This chance meeting was the beginning of IMPAC. One of the very first car lines Stu imported was none other than Volvo and accordingly, this was the start of his long association with Swedish clients all over the USA and Europe.

Not long into his career, Stu heard about a company called IPD in Portland, Oregon, that was primarily selling Swedish replacement and performance parts to the retail public. A short time later, IPD became his number one client for his entire career. Richard and Stu had a lot in common in that they were both true blue car enthusiasts. Both had a passion for racing. Richard raced a Volvo 142E and Stu raced an English Elva Courier Mk II over 10 years.

In 1994, IMPAC merge with another company and became WORLDIPAC. Over the next 18 years, WORLDIPAC experienced a period of unprecedented growth that would be the envy of any corporation. Stu retired at the end of 2012 after seeing his original company grow and get sold several times. Soon after, Stu

discovered an opportunity that would eventually lead him to have a chance of a lifetime to purchase IPD. Needless to say, he jumped at this opportunity, as he's spent his entire career involved with Swedish Parts. "I now have a chance to take my many years of experience and knowledge in the import parts business in a brand new direction. For me, this was a marriage made in heaven. I look forward to utilizing my many years of experience and business contacts to take the great company that is IPD to the next level, and then some." IPD holds true to the values that were instilled by Richard Gordon and will continue to do so through this exciting transition. As always, IPD will continue to provide the quality products, exemplary customer service and knowledge that the automotive community has come to expect.



TECHNICAL TIPS

REPLACEMENT ELECTRIC FUEL PUMP FOR THE BOSCH D-JETRONIC FUEL INJECTION SYSTEM

Alan Boreham

A Good Replacement for an 1800E or ES, Bosch Electric Fuel Pump

Anyone who needs to replace the Bosch fuel pump that was original equipment in the D Jetronic fuel injected 1800E and ES, soon finds out that the original pump is no longer made. That leads them to seek a supplier that still has the pump in stock—often referred to as “new old stock”—or find a suitable replacement. There are limited quantities of the original Bosch pumps available, and a number of aftermarket pumps sold as replacements. How do you choose? Please note that this article is also applicable to the 1971 to 73 142E, as well as 1972-1975 164E cars. They, like the 1800E and ES, all use the Bosch D Jetronic fuel injection system.

How and why do fuel pumps fail?

In deciding on a replacement, it's valuable to know how and why the Bosch fuel pump fails. The “how” is easy—and disturbing. These Bosch pumps are designed such that the pump's electric motor to runs in gasoline. The electrical connection to the pump goes through the body of the pump and into the gas filled motor cavity. The only thing that keeps the gas from leaking out around the electrical connection is a single rubber O-ring. These o-rings get hard and shrink and leak gas out around the electrical connector. Although the connector is covered with a rubber boot it still would be possible for the gas to get at the wiring. While club members have not reported any fires resulting from this condition, the potential for disaster is enough to give any driver the willies.

When they start to leak you have to discard an otherwise perfectly functional and very expensive fuel pump, all because of a bad design that relies on a 5 cent o-ring to seal in the gas. By the way if you are counting on installing the spare used pump you have been storing for just this occasion, you had better fill it with something like automatic transmission fluid and let it sit for a couple of days so that hopefully the rubber O-ring will swell and keep the pump from leaking the first time you try it out.

Your options

If, in spite of this kind of potential failure, you still want to replace the fuel pump with another Bosch pump, you can buy one from Hi Performance Automotive Service in California for US\$450 plus shipping. The mounting and wiring is exactly the same as the original, so it's easy to replace. (Please note that the original equipment Bosch pumps were revised in 1972, and only 1972 and newer style Bosch pump is still available. If your car is a 1970 or 71 1800E or a 1971 142E you will have to revise the fuel hose arrangement to use the newer pump).

If you want to avoid this kind of failure in the future, or don't want to spend that kind of money, there is a good alternative. Walbro is an American company that has been around since 1950 and has made electronic fuel injection parts in the USA since 1980. They supply original equipment products to Ford for many of its vehicles. Walbro makes a good replacement pump with very similar performance characteristics to the Bosch. Using this pump will require you to make some minor modifications to the electrical and plumbing, but they're not hard to do. You can find the pump and necessary fittings from Auto Performance Engineering in Texas for a total of around US\$130 plus shipping.

Here's how

Google Auto Performance Engineering, Walbro Pumps and then open the site for Auto Performance Engineering. (www.autoperformanceengineering.com) On their home page click on Fuel pumps, External which will display a list of pumps.

Choose the Walbro GSL 393 fuel pump, \$115, (which comes with 400-921 hardware kit containing (two crimp-on electrical connectors, star washers, and nuts (8mm) to make the electrical connection, plus two crush washers for the inlet and outlet fittings).

Below the pump list is a list of fittings.

Choose One 128-3025 12mm fitting for the inlet

Choose One 128-3024 8mm barb fitting for the outlet

(Note: if you are working on a 1970 or 71 1800E or a 71 142E, the inlet and outlet are the same size so do not get the 12mm 128-3025 fitting. Instead get two 128-

3024 8mm barb fittings)

From an Auto Supply Store get the following.
30 inches of 5/16 inch (inside diameter) high pressure fuel injection hose

From a building supply store get:

A 7-inch-long by 2-inch-wide piece of plumping pipe foam insulation made for 1-inch water pipe

You will reuse the mounting clamp from your existing pump.

You may also want to replace the fuel filter and the fuel injection style hose clamps that hold the new 5/16 inch fuel line to the outlet of the pump and the inlet of the fuel filter at this time. Do not use the gear style hose clamps that chew up the hose.

Check the length of the existing electrical wires to see if they will reach the connection posts on the new pump. You may need to extend them with a “pigtail”, described in step 1, below. If so, locate the parts you will need beforehand.

This installation will result in a change in the orientation of the outflow from the pump. Instead of the outlet hose exiting at a 90-degree angle as it does now, the outlet of the new pump will go straight out (see photos). The length of the fuel line from the pump outlet to the fuel filter will need to be longer, hence the need for the 30-inch piece of fuel injection hose.

Running the fuel line below the pump to the fuel filter as it does now would result in a large loop hanging below the pump, and present a potential hazard if something should snag it. Instead, you can loop the fuel line above the fuel pump to the fuel filter where it is protected by the underbody.

Here are the steps to follow:

Prepare the new pump before removing the existing one. This includes installing the inlet and outlet fittings complete with copper crush washers, as well as attaching the new 5/16 inch fuel line to the outlet. If you are uncertain of the state of the fuel injection clamp for the outlet, install a new one now.

You should also attach the electrical connections to the posts on the new pump before installing it (you will need an 8mm wrench). It will be very awkward to install these once the pump is in place. The posts are marked positive and negative. It is critical that you connect the new pump correctly. The positive wire on the car is yellow, and marked 36. The negative wire is white.



If the wiring is long enough to reach the new pump, you can cut off the existing plug, remove a short length of the insulation on each wire, and crimp them directly to the connectors supplied in the parts kit. If not, you will need to provide two pieces of wire (of the same gauge) long enough to make up the distance, and join these “pigtailes” to the existing wires using crimp-on butt connectors. The necessary wire and connectors, if required, are readily available at auto parts stores, hardware stores, or electronics stores.

You may wish to protect all of the electrical connections to prevent corrosion. You can seal all of the wire connections with black vinyl electrical tape, heat-shrink sleeves, or self-fusing mastic tape (such as 3M). It’s also a good idea to coat the assembled connections on the pump with Never Seez, LPS 3, or another product of your choice.

Remove the existing pump following the directions in the repair manual for your car. These instructions typically recommend clamping both the inlet and outlet hoses before disconnecting them from the pump in order to prevent gasoline from leaking. Note: The pump is mounted to the car using two little rubber motor mounts. These little mounts often have to be replaced due to corrosion of the threaded connection or failure of the rubber. Get new ones from Olof Malmberg’s company Vintage Import Parts or Volvo.

Remove the clamp that now attaches the existing pump to the car. Clean it up and slide it over the new pump. Since the new pump is smaller in diameter (39 mm) than the old pump (60 mm), use the strip of pipe insulation as a sleeve to serve as a filler. Replace the machine screw that squeezes the clamp closed, if necessary.

Attach the wires to the pump if you haven’t done that yet.

Mount the new pump onto the car.

Feed the new 5/16 inch fuel line over the top of the pump (if you choose to follow this method) and attach it to the inlet of the fuel filter. Check this fuel injection clamp as well and install a new one if necessary.

Reattach the inlet hose to the fuel pump.

The pump manufacturer recommends replacing of the fuel pump fuse with a 20 amp fuse, but the existing 15 amp fuse is likely just fine. Congratulate yourself on a job well done!

Useful tip:

Don’t run your car with less than about a quarter tank of gas. The reason is that fuel pumps have an increasingly hard time pumping fuel as it gets hotter. Gas is heated when it is pressurized by the fuel pump, so the fuel that returns to the tank from the regulator is warmer than when it started out. If you are running low on gas, the amount remaining in the tank can get quite hot. Pumping hot fuel can lead to pump failure.



INSTRUMENT REPAIR SHOPS

These two shops repair non-digital automobile gauges such as speedometers, tachometers, clocks etc.

Oliver Bienz, 15650 Roper Ave, White Rock, BC, V4B 2G8, Ph. 604-535-6221, email ticks@telus.net

Foreign Speedo Inc., 2246 ½ University Blvd, San Diego, California, 92104, 619-298-5278, website www.foreignspeedoinc.com This shop also does 1800S style capillary type temperature gauges & makes custom speedometer cables.

BRAKE BOOSTER REPAIR

This company rebuilds brake boosters such as

the ATE style found in the 1800E and the Girling found in 140 series and the Girling remote booster found in the 1800S and 122S. I spoke to Charlie, the company owner, and he has the early Girling boosters in stock. He requires a core, before he will sell one from stock. Cost US\$220. Seems a good guy.

He recommends using Castrol GT LMA dot 4, brake fluid. LMA stands for low moisture absorption. DOT 4 higher boiling point than DOT 3.

Power Brake Exchange Inc., 6853 Suva St., Bell Garden California, 90201 ph. 562-806-6661,

SOMETHING DIFFERENT

A NEW SLANT ON AN OLD STORY

Prologue (This brief article was in the January 2004 VCBC Newsletter.)

1965 EAST AFRICA SAFARI RALLY

Gregg Morris

If you are interested at all in “Old Volvo” folklore you will know that the PV444 & 544 gained a great reputation as rally winners of the ‘50s and ‘60s. It is ironic that the most famous rally win for the 544 came only weeks before the model went out of production in 1965. That famous victory was an outright win in the 1965 East African Safari Rally. Here is how the event is described in the book, “The Story of Volvo Cars, by Graham Robson”.

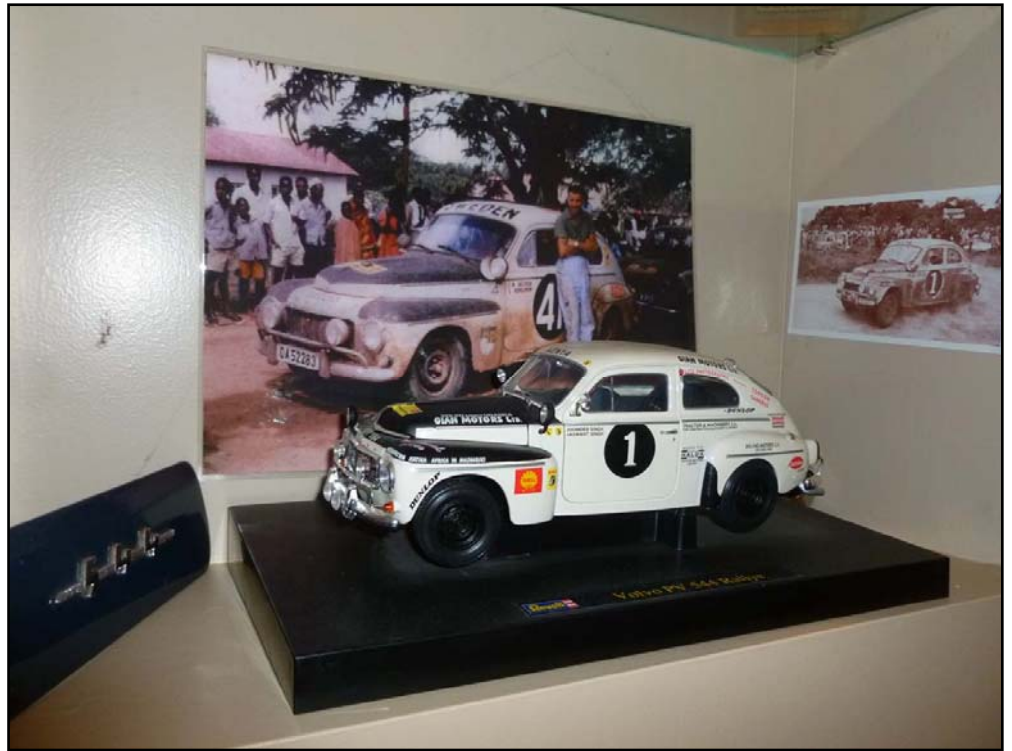
“For 1964, Volvo and their rally team manager/driver Gunner Andersson, decided to make a big effort in the East Africa Safari Rally, an event noted for its high speeds and rough roads – but also for the enormous publicity reaped by cars which gained good results. Erik Carlsson’s tiny Saab had already gained world-wide headlines in 1962 and 1963, even without winning, and Volvo (like other European teams before and since) became convinced that with all their rough-road experience, they could surely win. There was a team of no fewer than four cars, all 1964 PV 544s, for Tom Trana, Gunner Andersson, Carl-Magnus Skogh (ex-Saab team driver) and for Sylvia Osterburg.

Unfortunately for Volvo, they were drawn to run well down in the field (whereas the six ‘works’ Ford Cortina GTs were at the very front) and not a single Volvo team car finished. Tom Trana’s car, in fact, was crashed in the first few hours, but was sold off to a Kenyan-Indian motor trader brothers named Joginder and Jaswant Singh, which was one of the luckiest, or wisest moves, which Volvo team manager Gunnar Andersson ever made.

The next season, 1965 will always be remembered as ‘The year of the Safari’, when the ex-Trana 1964 PV544, now with more than 40,000 miles on the clock, was re-prepared by the brothers Joginder and Jaswant Singh and won the East African Safari Rally outright. This, mark you, was only a matter of weeks before the PV544 was due to go out of production.”

This past summer (2003) I had parked my 544 at a store in Surrey and I was approached by a fellow who recognized the PV series and regaled me with the story of Safari Rally and told me that the Singh Brothers are folk heroes in Kenya. I had heard the story before, but I was amazed when he told me that the brothers Singh live in Vancouver’s lower mainland and they run a garage in Surrey, fittingly named Safari Motors.

At the next opportunity I made a trip to their garage. The guys in the garage certainly looked interested in my old Volvo 544, but neither looked as if their name would be Singh. As it turned out, they had purchased the garage from Jas Singh in the late ‘90s but they assured me that Jas was still around and helped me to make contact with him.



Jas has invited me to his house and showed me his collection of pictures and trophies. He planned to speak at our Winter Supper in January however ill health forced him to decline.

Fast forward to December 2013, and an article in the Vancouver Sun which supplements what we already know about the Singh Brothers their East African Safari Rally winning PV544. Here is an article about Chander Bali, a mate of the Singh’s from their rally days in Kenya.. He is a very interesting fellow in his own right. Amazingly he too lives in Vancouver. Here is his story.

From the “DRIVING” Vancouver Sun, Friday, Dec 20, 2013

Reproduced with permission of author Brendan McAleer & Postmedia
(PLEASE NOTE: *Brendan McAleer is always looking for stories, so if you readers have anything they you think might be interesting for a feature (a meet, a historic car, a mileage milestone),Brendan’s my email inbox is always open. brendanmcaleer@gmail.com)*

THE LIFE OF AN AFRICAN BUSH MECHANIC

An ability to fix any car with hardly any spare parts enabled Chander Bali to see the world

Brendan McAleer

KENYA, 1965

On a lonely, rutted road, miles from anywhere, a battered Volvo lies dead.

Insects buzz in the silence, and there’s a rustling in the scrubby, thorny underbrush – perhaps a warthog rooting for its supper. In the distance a hyena cackles like a maniac, and heat waves blur the Acacia trees. There are two men standing by the car, casually eating sar-

dines and bread, they are two days walk from any outpost, and no one else will be along this road for at least a week.

Both are of Indian descent, the first or average height and wearing a pure white turban that identifies him as a member of the Sikh religion.

His name is Joginder Singh, and in a few short months he will drive this way again, battling the heavy, muddy clay of the rainy season to take his place in the history books. They will call him Simba, the Flying Sikh, the Lion of Kenya; he will be possibly the greatest African rally driver of all time a genius behind the wheel, and possessed of near-superhuman empathy with the machinery he pilots.

The other man is taller, clean shaven, with a rakish grin and a devilish look in his eye. Today, seated on the glassed-in balcony of his West Vancouver apartment as a pale, wintry Canadian sun sinks into the sea he tells me how the sardine tin was cleaned, clipped, and shaped to repair the stricken Volvo’s cracked carburetor float.

His name is Chander Bali, and the Kenyan people will call him “Billy,” a corruption of his last name that means “to go far” in some dialects. He was, and is, a proper bush mechanic.

Chander Bali was born in Kenya on Christmas Day in 1937. His father came from the north of India, the part that would eventually become Pakistan after the Partition of 1947. Bali Sr. worked as a Marconi dealer, and befriended the tribes of Eastern Africa as he recorded their traditional songs.

His son was a born mechanic, and by 15 was fixing and selling old Citroens as a side business. Bali attended Catholic school in Mombasa, where he mastered English early on, and this break from a traditional education

would form his early years. When the mothers of the community cast their eyes on Chander as a potential well-to-do son-in-law, his father warned them off. "My son," he would say, "Is unavailable."

For his part, Bali was simply having too much fun. His English was good enough to be able to mix with the tourists at the ritzy Mount Kenya Safari club, and he was always out on a date with someone new. He shows me a picture of an Italian beauty, and describes gunning his Matchless single-cylinder motorcycle past a marriage-plotter's house, making the girl clutch on tightly and scandalizing the neighbours.

The turmoil following the Partition of India would throw Bali's extended family into some confusion, but in the 1950s, a long-lost uncle would be discovered living in England, Chander travelled to London, where he received training as a Volvo and Mercedes Benz mechanic.

Arriving in Germany, Bali found work at a Ford dealership in the service department, but it was not for him. Reaching for a crescent wrench to loosen a drain-plug, he was roundly berated by the shop foreman. "This is a German garage!" the man shouted, "We use only the correct tools!"

He moved further into Europe, finding employment at a Volvo dealership in Malmo, Sweden. Here, his skills at repairing things on a shoestring found favour among the rally-obsessed Swedes, and they encouraged him to travel to Gothenburg. A place was offered in Volvo's main factory, and he worked there for a while until his feet started to itch for travel.

Returning to Kenya, he worked for various garages before opening his own shop, repairing everything from Land Rovers to Humber Super Snipes. Just as female variety was the spice of his roving eye, Bali had no particular attachment to any marque and could fix pretty much anything. At one point, he owned perhaps the only Borgward Coupe in Africa.

When a young Joginder Singh moved in next door as the first patrolman for the Royal East African Automobile Association, the pair found a kinship. Bali helped Singh establish his own repair business, and began joining the nascent rally champion on his reconnaissance runs.

As Singh began winning local rallies, Bali continued lending a hand as a mechanic, and

eventually helped rebuild the history-making Volvo PV544, left over from a hard season of rallying, the car was battered and bruised, with nearly 44,000 miles of abuse on the chassis already. It was a tired old horse, but in the hands of Singh and Bali, new life was breathed

population of East Indians experiencing their own time of tumult and growth. It was a vibrant community, one into which Bali both fit with ease and, as an East African Indian, stood apart. As ever, he was quick to wriggle out of the marriage attempts of potential mother-in-

laws, and soon found himself ranging further up the province, heading for Alaska.

Alaska became a gateway to Seattle, as a result of the flooding in Fairbanks, and the subsequent evacuation, and Bali found himself heading south to California and Los Angeles. As a citizen of a British Colony, getting a U.S. work visa was extraordinarily difficult, but he would yet again fall on his feet.

He found a place to work on Volvos and Benzes, and charmed his way into the Polo Club. There, the tall, handsome Indian would enchant his well-heeled clientele with tales of the African jungle, the savannah, the wilderness of the landscape.

He bought a Mercedes 300D, the first of many diesel Mercs he would own, and made friends with people like Tina Louise – best-known for playing Ginger on Gilligan's Island. One day, a female friend drove him out to Encino to meet what she called "another real car guy."

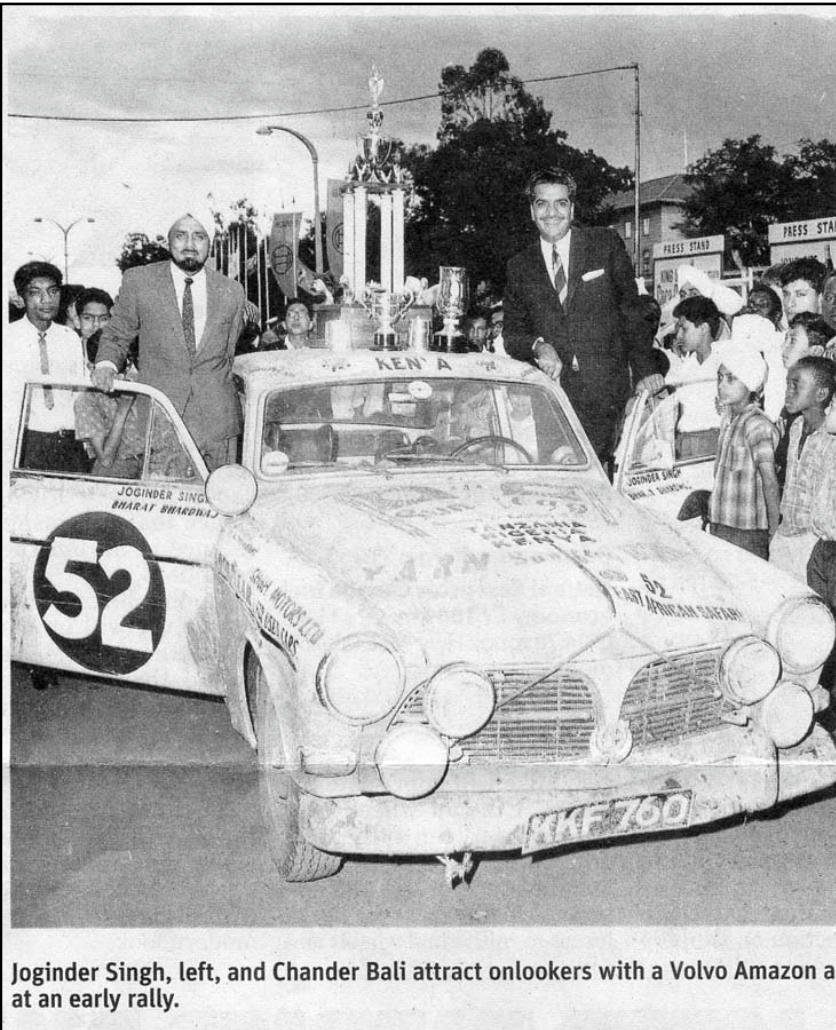
The man in question was George Barris, creator of the original Batmobile, KITT from Knight Rider, and the Monkeemobile. They became friends, Bali supplying George with a Zebra skin for one of his projects, and the two would be reunited years later at a car show in Abbotsford, of all places.

But Bali's greatest adventure was still ahead. Already feeling the urge to travel again, he walked into a travel agent and, seemingly at random, chose the island nation of the Bahamas. Forty years later, he still spends a third of the year there.

He landed without friends, a place to stay, or work prospects. By the end of the year, he was fixing rich tourist' cars in their garages, making house calls with a leather briefcase filled with tools. As the tiny island had no proper servicing centres, Bali's ability to repair almost anything with hardly any spare parts was indispensable.

His charm, too, had its effects, and soon he was caring for mansions while the owners were away, and was well known around town. He fixed Major Holt Renfrew's limousines, took the squeaks and rattles out of millionaire financier Sir John Templeton's old Lincolns.

Bali was also famous for his unique creations, cramming Chevy V-8s into Jaguars and swapping Mustang V6 into a long wheelbase Land Rover 109, which in turn he sold to a



Joginder Singh, left, and Chander Bali attract onlookers with a Volvo Amazon at an early rally.

under the hood, and it would go on to beat the world's best fully supported factory efforts.

However, Africa in the 1960s was not just a place where a pair of skilled hands could make history. Racial tensions were closer to the surface than ever – Bali speaks of hired mobs throwing stones at the little Volvo during shakedown runs – and a historic first victory for a Sikh driver was not without its aftershocks. Having moved to the Congo, Bali found himself arrested under suspicion of theft – the trumped-up charge that the rally-winning Volvo had been a stolen car. A coup by the Arme Nationale Congolaise (ANC) overturned the judicial system and he quickly left Africa seeking new adventures.

In 1967, Bali found himself in Montreal, celebrating Expo 67. He felt an immediate affinity for Canada, and dreaming of the Wild West movies he'd seen in Kenya, found an old Volvo 144, fixed it up and drove across the country to Vancouver.

On the West Coast, he would find a large

school teacher who had it shipped to a neighbouring island, where it needed a jump-start to get off the barge. The taxi driver who came down to help give the truck a boost popped open the hood and immediately said, "This is one of Billy's cars, isn't it?"

Some less illustrious machinery led Bali, finally, to the altar. A beautiful French-Canadian girl was introduced to him as someone who could help fix her car, and he naturally asked what she was driving.

"A triumph Spitfire?" he said, incredulously, "I wouldn't take one if you paid me!" They were married at the end of the same year.

Today, Bali is involved with several bio-fuel projects, including small scale refining of cooking oil, as well as the growing of Jatropha seeds in the Philippines. He has started and sold a transmission servicing shop on Pemberton Avenue in North Vancouver and travelled around California in a self-serviced bus, converted to an RV. He has been married three times, the third being the charm.

Opening a cupboard, he shows me pictures of the cars he has owned: Ferrari308 GTB, a stately Bentley Series III, a Lotus Esprit Turbo. There's a photograph of him standing next to George Barris by a custom car, a picture of a line of MGAs in various states of disrepair.

Finally, there's a picture of a gleaming white Volvo PV544 parked on the shoulder of an African road. After Joghinder's David-vs.-Goliath win, Volvo shipped an entirely new body to Kenya, and the rally car was fully restored. When Bali returned to Kenya in the 1970s, sing handed him the keys.

For a whole month, he drove around the country, the car's well-recognized KHT 184 licence plate drawing waves and cheers. This time around, the Volvo behaved perfectly, never stranding him once.

If it had though, Chander Bali would have known exactly how to fix it.

Joginder Singh died of heart failure in London on 20 October 2013, he was aged 81.

THE BEST CAR MUSEUM NO ONE KNOWS ABOUT
Gregg Morris

In the San Diego area of Southern California there are an amazing number of interesting roads with great scenery and minimal traffic. As a result I am always itchy to go on another road trip. This April, I decided to try and get some of the San Diego Volvo Club to join in on a trip to Yuma Arizona to visit the Cloud Museum, a 3 acre largely outdoor collection of over 120 Model T and A Fords and other artifacts of early 1900s life in Yuma.

Interesting to me is a similarity between the Classic Volvo driving members in BC and in Socal. Sorry to say, many of them are afraid to take their cars past the city limits. That is truly unfortunate because they miss out on one of the greatest joys of owning these robust old cars, driving them on back country curvy roads. Irv Gordon drove his 1800S 3million miles, which to me proves you can take these cars anywhere.

Here is what the three of us that took the trip, enjoyed. (Gregg Morris 65 122S San Diego, Roger Fritch 68 122S wagon, Northridge, N of LA, Bill Knepper, San Diego 2001 Miata.)



For those of you that may want to follow this on google maps or paper maps I will give the road numbers and names. From San Diego we travelled 20 miles east on Interstate 8 and then 18 miles North to the historic mining town of Julian on Hwy 79, a very curvy road through light forest, range land and small farms. Julian is famous for its apples, so our morning snack was apple pie a la mode. Stomachs happy we tore off east down Banner Grade on deserted Hwy 78 running between spring green hills, which after 10 miles of down hill curves took us to Scissors Crossing and the Anza-Borrego Desert. Deserts are not a flat as you might think. In this desert, volcanic action and probably the odd earthquake made for a unique road which was straight and flat for short stretches changing frequently into sweeping curves, dips and even switchbacks through the more vertical land forms. This desert road kept us smiling for 35 fast miles and again almost no traffic as it took us south east through the desert forest of ocotillo, manzanita, agava, acacia, and creosote bush dotted in the rocky sand. We stopped btorgu at a desert viewpoint and ended in the tiny, hot and sleepy community of Ocotillo that sits beside Interstate 8. When we first visited this village 5 years ago, I could not understand why it was even there. There must be some historic

significance, but there were no services other than the Lazy Lizard Bar, but now Ocotillo sits in the middle of a forest

of gigantic swooping white windmills over a 100 strong. Totally bizarre.

The curves were over for now. We accelerated onto I 8 east, and other than a stop for fuel at El Centro in the Imperial Valley agricultural region, we stayed on I 8 for the 70 mile stretch to Yuma. It got hotter and hotter as we travelled through the desert, passing desert scrub lands, and sand dunes like the Sahara. With all the windows in my 122 open and the two air conditioners (vent windows) pointed at me, it was still smoking hot, even at 75 mph. By mid-afternoon we were in Yuma Arizona, and a nap in our air conditioned rooms seemed like a better idea than an afternoon with the Geckos at the outdoor car museum. That could wait for the morning.

After supper we BS'd by the pool until late and got up early for a cubic cholesterol breakfast at Penny's Diner, a unique, polished stainless steel manufactured diner a couple blocks away. We walked there, deluding ourselves that it would undo the damage caused by the delicious bacon, eggs and hash browns. As my buddy, Charlie's doctor told him when he read Charlie the riot act over his eating habits, "If it tastes good, spit it out".

Now it was time for the main attraction. We packed the cars and headed a few miles



west to the Winterhaven exit and north zig-zagging along Rural route S24 to the Cloud Museum, 1398 York Road in Bard, California, phone 928-919-5508. Right in the heart of the Imperial Valley farming area is where Johnny Cloud has spent the last 24 years amassing a truly amazing collection of well over 100, ancient Ford Model T & A cars, trucks, power-take-off creations as well as tractors, generators, farm equipment, wringer washers, and an early 1900s kitchen and a post office. Most of the vehicles are as they were found in the Yuma area, with the patina of surface rust where paint had once been. All of them had been driven to the spot where they now rest, and Johnny continues to acquire and assemble more. He gave us a guided tour of his collection and the commentary really added to the enjoyment. This is the best \$5 admission auto museum you will ever find.

After Leaving Cloud we made our way back to Interstate 8 and headed home. The trip totalled 390 miles and 7 hours of driving. We had lots of fun. (see more pictures on page 13)



B.C. DEALER DISCOUNT LISTING

(Unless stated otherwise, the discount applies to over the counter parts only and a valid VCBC membership card is required.)

- Don Docksteaders Motors**, 8530 Cambie St, Van, 604-325-2999, or 1-800-663-3359, New pts: 15%,
- Ed Schram Motors**, 112-13375 76th Ave., Surrey, Ph. 604-599-6081, New & Used 15%
- Chapman Motors**, Cobble Hill, B.C., 1-800-663-

- 7208, New parts 10%, Used parts 20%
- Chapmans of Victoria** 751 Cloverdale St., Victoria, Ph. 250-475-2213, parts and service: 10%
- Chapmans of Nanaimo** 20 Cliff St., Nanaimo, BC, 250-754-4807, parts and service: 10%
- Volvo of Coquitlam**, ---2385 Ottawa St., Port Coquitlam, B.C. Ph.604- 942-8500, New parts:15%
- Volvo of North Vancouver**, 809 Automall Drive, N.

- Vancouver, B.C. Ph 924-0314, New Parts 15%
- Volvo of Surrey**, North Surrey Automall, 15383 Guilford Drive, 604-588-6088 New Parts 15%
- Volvo of Victoria**, 2735 Douglas St., Victoria, BC, ph 250-250-382-6122 New parts: 15%
- Courtenay Car Center**, #12 5th St., Courtenay, BC, 1-800-663-0194, 15% parts and labour.
- Lordco Part Stores** up to 30% with Lordco card.

CLUB DIRECTORS: Chris Ainscough, John Cripps, Bob Cuthill, Dave McAree, Gregg Morris, Bert Sherlock
 MEMBERSHIP FEES: Annual fee: \$20 From July 1 to June 30 each year, non-prorated.
 TO JOIN: Send \$20 cheque payable to V.C.B.C, with your name address, telephone #., E-Mail & the year model and colour of your Volvos to the club address noted on page 1 of the newsletter. Membership application form is printable from club website, www.volvoclubofbc.com
 CLUB BENEFITS: events, membership list, newsletters, club decal, membership card entitling members to savings from companies on our discount list.
 CLUB CLOTHES: T shirts \$15, golf shirts \$25, Sweat Shirts \$30, Hoodies \$35, Jean Shirts \$35, fleece vests \$40, Ball Caps \$15
 DISCLAIMER: V.C.B.C. cannot be held responsible for any technical advice given in good faith in it's club newsletter, or by its officers, editorial staff, or its members'

CLASSIFIED ADS (pictures on website)

Z64 PV210 WOODY \$16,000. One of a kind that I know of. Not a hot rod! Car was put together for my wife to go to Hawaii. Never left the NW or garage. Excellent original. Calif. Car. Bob 360 914 7062 email bob@harbormech.com Washington
67 123GT-\$1000 obo, It green, One owner, parts or restoration, rusty but complete, last running 1997, Peter at peter.ferfuson@telus.net Kelowna.
Z67-123GT-\$19,900, Restored to better than new. No rust. repainted Engine rebuilt, . custom walnut dash. New American Racing wheels & tires. Pictures on Kijiji Vancouver under classic cars. Serious inquiries only, pauljer9@gmail.com
71-1800E-\$6500, turquoise blue, original wheels, clean and runs great, As is. Where is. Bill Karr, 250-553-2318, G.D. Crescent Spur, BC, V0J 3E0 (100 miles east of Prince George off Hwy 16)
4 @ 164'S and parts for \$4000, 72 Teal, 4sp od & sunroof, running; 75 gold auto running; 1 parts car with rebt automatic and another with a good 4sp & od, plus lots of parts, good engine, manuals etc. William, 250-285-3468, Heriot Bay.
78-262C BERTONE, \$18,000, V6 auto, 54,000 km Silver w.black vinyl roof, 2nd owner, Mint original condition in & out, perfect interior, exc. original paint, no rust. Mechanically perfect. New Michelin Tires. Collector plated. Holden hjyip@shaw.ca.
91-244-\$3500, charcoal, black cloth seats, one owner, low mileage, very good condition. 604-521-2669, laresawright@gmail.com
91-945SE-gold, \$6500, 168,000 km, B23 turbo, tan leather interior, exc.condition in all ways, service records from new, serviced by Scandia, 2 yrs to collector plates. Colin 604-526-8026, coldcolindover@yahoo.ca
Z95-945 Turbo Wagon, \$5500, Dk Grn, Recent work: all under hood rubber, battery, timing belt, alternator, water pump, exhaust, system, changed fluids, Chris 250-752-5748

SANDY WILL'S PARTS COLLECTION: Tons of pre 75 Volvo parts, all models (544/122/1800/140/160) sorted and accessible, give us a call Gregg Morris 604-469-1216 or grmorris@moody.bc.ca or John Cripps 604-466-9110 or volvoridge@hotmail.com
122S parts, from 5 cars 64 and up. Mechanical, body, trim etc. Bob Armstrong, Lac LaHache, 250-396-4456
73 1800ES for parts., Gregg 604-469-1216 grmorris@moody.bc.ca
83-760GLE parts car, all parts available John 604-466-9110
83 242 GLT Parts, Body, suspension, mechanical, electrical, interior. Cam & **B18/B20:** water pumps for B18/B20/B30 , 604-931-3729, 1980gt@telus.net.
240 and 740 series parts up to 1990, lots of, body , mechanical interior and trim. Mike 604-582-2837
Good Selection of used Volvo parts for cheap. Send requests to , volvolady@yahoo.com , 604-807-7675
VINTAGE IMPORT PARTS, Contact me for all your vintage Volvo parts needs. 444/544/122/1800/140, Olof, 604-992 9664 or vintage@telus.net website www.vintageimportparts.com
ISLAND AUTOMOTION LTD - SU Carburetor Rebuilding, www.sucarburetors.com Rhys Kent, 1-250-479-5192 Victoria or islandautomotion@shaw.ca
Fibrenew mobile leather & vinyl repair, Vancouver, 604 313-4703, 20% disc.
AUTO PARTS PICKER: Tell me what Volvo parts you need and I will pick from auto parts yards and send them to you. Low prices. Dennis 250-571-5470, Kamloops. dennis@autopartspicker.com website <http://autopartspicker.com/>

MORE PICTURES OF THE CLOUD MUSEUM TRIP



JOHNNY CLOUD

